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COUNTRY	Germany (Soviet Zone)		_REPORT NO		<i>y</i>
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1 <mark>9</mark> 5X1X	units which were expected to the population in the	re houses near the do to arrive. Some interim.	field were to be houses, however, aircraft made pra	confis cat ed i have been rel ctice fli <i>p</i> hts	eased
. 3.	individually and in form	vidual trucks were	still used for tr	ansporting oi	lloting
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jt.	From 26 to 28 twin-engine, low-wing monoplanes were seen on the southern edge of the field between 1 and 3-30 p.m. on 26 October. Ten of the aircraft made practice flights at altitudes of between 1,000 and 1,000 meters. The sky was overcast and a heavy wind blew from the east. (1)				edge made
	All aircraft were low-wing monoplanes with two suspended in-line engines, three- bladed propellers, double rudder assemblies, dihedral elevator assemblies, retractable tail wheels, rods on their noses, and their fuselages projected slightly beyond their tail assemblies. Two types were identified when the planes flew at a low altitude:				was
5.	bladed propellers, doubl retractable tail wheels, slightly beyond their ta	tudes of between 1, d blew from the eas ng monoplanes with e rudder assemblies rods on their nose il assemblies. Two	tt. (1) two suspended in- , dihedral elevat s. and their fuse	line engines or assemblies lages project	was three ted
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5.	bladed propellers, double retractable tail wheels, slightly beyond their taplanes flew at a low alt a. Type I: two cockpits, wing root, small wind under fuselage, possise seat so that man sitt upward to the rear; b. Type II: no attachment	tudes of between 1, d blew from the east ng monoplanes with e rudder assemblies rods on their nose il assemblies. Two itude: plexiglass section ows on both sides of bly hole for machining in the rear had lue propeller hub. Int or bulge under for confidence.	two suspended in- , dihedral elevat , and their fuse types were ident under fuselage a f fuselage, small e gun; rear seat vision forward; (3)	line engines or assemblied lages project ified when the and extending flat attachment higher than a	three- ted beyond ment front inting

a trailing aerual under the fuselage and pointing to the rear bolow, could be easily mistaken for a machine gun; entire cockpit of plexiglass; all planes had a machine gun in the cockpit which pointed upward and to the rear; nose slightly stubbier than that of type I plane; white propellor hub. Guns of about 20 mm were definitely seen in the noses of both types of aircraft. It could not be determined whether two or four guns were in each plane. The upper parts of the aircraft were painted grass green and the lower parts blue. Both type planes had four large landing flaps and the same cross-section of the fuselage.

- 6. Eight type I aircraft and two type II aircraft were used for flying. Only a part of the new concrete runway was used for take-offs and landings. The take-off-point was where the edge of the landing field had previously been. Five to seven open passenger cars and trucks, a red fire truck, a blue radio truck with a rod antenna of h meters, and about 90 men were at the take-off point. The crews of the planes were changed after each landing. The planes were entered from below. Between 1:15 and 1:30 p.m. the aircraft took off individually and at intervals of 1 to 3 minutes. Their engines were raced up before the take-off. The aircraft made a large bank to the left while climbing to an altitude of about 1,000 meters, then headed to the north and vanished behind the clouds. At 2:10 p.m. the aircraft returned from the south, flew through the cloud base the airfield 25X1 over the field and landed there. was probably located by direction finding since all aircraft came down in the immediate vicinity of the field. About 3 p.m. a single-engine, high-wing monoplane took off and headed west at an altitude of about 150 meters. There was no flying during the night of 25 October. The obstacle lights were on until 9 p.m.
- 7. The construction activity seemed to be slightly increased. About 110 laborers were grading the areas north and south of the extension of the runway. Construction material was stored on the southern edge of the field. There were no indications that boundary lights would be installed along the new runway. No radar set was seen at the field or in its vicinity. (1)

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Comments.

(1) The report confirms the occupation of the field by twin-engine aircraft. The type and number of aircraft indicate that there is one bomber regiment.

(2) The transportation of billeting and other equipment from Drewitz, the assumption that the same regiment was stationed at the field before construction work started there. The regiment was temporarily transferred to the Drewitz airfield during the construction work.

(3) For sketch of type I aircraft see Annex.

(4) Comment: The present occupation of the field was probably only temporary since the improvement of the runway was not necessary for the aircraft stationed there. From the size of the runway and the fuel dumps it was inferred that large bombers or jet aircraft were expected to arrive at the field. The planes will probably not arrive before the spring of 1951 when the new grass cover will

1 Annex: Aircraft Type Seen at Cottous Airfield.

have become firm.

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